1-9. (CANCELED)

10. (NEW) A method for the control of a drive train (1) of a vehicle, especially an all-terrain vehicle, said vehicle being equipped with a motor (2), a multi-group transmission (4), an output means, and a control apparatus, the multi-group transmission (4) comprising at least one automatic transmission (8) and a subsequently connected range group (9), and whereby, upon a change of ratio in the range group (9) the drive train (1) is relieved of function by means of a change of a torque (m_{mot}) of the motor 2;

a closable shifting element (24, 25) of the range group is closed;

an openable shifting element (24, 25) of the range group (9) is synchronized and opened; and

a ratio of the automatic transmission (8) is changed in such a manner, that a change in ratio of the multi-group transmission (4) is less than that of an unassisted change of ratio of the range group (9);

achieved is a speed of rotation (n_{mot}) of the motor (2) by means of a change of a transfer capability of at least one shifting element of the automatic transmission (8) to one of equivalent connective speeds of rotation (n_{mot-a}) ratios of the multi-group transmission (4) at which the closable shifting element (24, 25) of the range group (9) is synchronized.

11. (NEW) The method according to claim 10, wherein a demand of a driver (m_{mot-f}) for changing the torque (m_{mot}) of the motor (2) during the changing of the ratio of the range group (9) can only be carried out upon conclusion of the ratio changing, whereby a change of the motor torque (m_{mot}) of the driving machine (2) to relieve the drive train (1) from the control apparatus is activated by control.

12. (NEW) The method according to claim 11, wherein following the change of the ratio of the range group (9), a demand of a driver (m_{mot-f}) for the changing of the torque (m_{mot}) of the motor (2) can be carried out.

13. (NEW) The method according to claim 10, wherein for establishment of connective speed of rotation (n_{mot-a}) of the motor (2) a capability of transfer from openable shifting elements of the automatic transmission (8) is reduced and a capability of transfer of closable shifting elements of the automatic transmission (8) is increased.

14. (NEW) The method according to claim 10, wherein upon existence of a

connective speed of rotation (n_{mot-a}) of the motor (2), a capability of transfer of the openable shifting elements of the automatic transmission (8) is cancelled, while the closable shifting elements of the automatic transmission (8) are held in a slipping state.

15. (NEW) The method according to claim 10, wherein the closable shifting elements of the automatic transmission (8) and the closable shifting element (24, 25) of the range group (9) are completely closed when in a synchronized condition.

16. (NEW) The method according to claim 10, wherein the change of ratio of the range group (9) and an associated change of the ratio of the automatic transmission (8) is done automatically upon presence of a defined operational condition.

17. (NEW) The method according to claim 10, wherein the change of ratio of the range group (9) and an associated change of ratio of the automatic transmission (8) is done by the expressed, optional action of a driver.

18. (NEW) The method according to claim 10, wherein the control apparatus is composed of a motor torque control device, an automatic transmission control device, a range group control device, which, are communicatively bound to one another and exchange signals, or the automatic transmission control device and the range group control device are mutually combined to form a common control apparatus.